1-38. (CANCELED)

39. (CURRENTLY AMENDED) A multi-stage automatic transmission, with an input drive shaft (AN), and an output drive shaft (AB), at least three single planetary gear sets (RS1, RS2, RS3), as well as at least three shifting elements (A to E), wherein:

said three planetary gear sets (RS1, RS2, RS3) are aligned coaxially and immediately adjacent to one another,

a second planetary gear set (RS2), as seen spatially, is placed between a first and a third planetary gear sets (RS1, RS3),

[[one]] a sun gear (SO3) of the third planetary gear set (RS3) is ~~secured to~~ securable by a first shifting element (A) [[and]] to a transmission housing (GG) of the multi-stage automatic transmission,

the input drive shaft (AN) is connected with a sun gear (SO2) of the second planetary gear set (RS2),

the input drive shaft (AN) is ~~connected~~ connectable by means of [[one of]] a second shifting element (B) with a sun gear (SO1) of the first planetary gear set (RS1) and by means of a fifth shifting element (E) with a spider (ST1) of the first planetary gear set (RS1),

the sun gear (SO1) of the first planetary gear set (RS1) is ~~affixed~~ affixable with the transmission housing (GG) by means of ~~one of~~ a third shifting element (C) and the spider (ST1) of the first planetary gear set (RS1)[[, and]] is affixable with the transmission housing by means of a fourth shifting element (D) ~~on the transmission housing (GG)~~,

the output drive shaft (AB) is connected with an internal gear (HO1) of the first planetary gear set (RS1) and with one of a spider (ST2, ST3) of the second or the third planetary gear set (RS2, RS3); and

~~wherein~~ the third and the fourth shifting elements (C, D), seen spatially, are substantially axially aligned and placed radially above one another and ~~in that~~ the fifth (E) and the second (B) shifting elements, seen spatially, are substantially axially aligned and placed radially above one another.

40. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the third shifting element (C), seen spatially, is placed radially underneath the fourth shifting element (D), whereby disks (300) of the third

shifting element (C) possess a smaller diameter than do disks (400) of the fourth shifting element (D).

41. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 40, wherein a servo apparatus (310) of the third shifting element (C), when seen spatially, is at least predominately placed underneath a servo apparatus (410) of the fourth shifting element (D).

42. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the servo apparatuses (310, 410) of the third and the fourth shifting elements (C, D) are integrated in common within a housing wall (GW) affixed to a principal transmission housing (GG), which form an outer wall of the said principal transmission housing (GG).

43. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the servo apparatuses (310, 410) of the third and the fourth shifting elements (C, D) are integrated in common within an intermediate housing wall (GZ), which, spatially observed, is placed axially between the first planetary gear set (RS1) and one or more of the second and fifth shifting element (B, E).

44. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the servo apparatus (310) of the third shifting element (C) activates one of disks (300) of the third shifting element (C), and a servo apparatus (410) of the fourth shifting element (D) activates disks (400) of the fourth shifting element (D) in the direction of the first planetary gear set (RS1).

45. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein disks (500) of the fifth shifting element (E) are placed radially beneath disks (200) of the second shifting element (B).

46. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the fifth shifting element (E) is placed at least predominately within a clutch space of the second shifting element (B), which is formed by means of a clutch cylinder of the second shifting element (B).

47. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 46, wherein the clutch space of the second shifting element (B) is formed by means of an input element (220) of the second shifting element (B), which is connected with the input drive shaft (AN).

48. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 46, wherein the clutch space of the second shifting element (B) is formed by means of an output element (230) of the second shifting element (B), which said output element (230) is connected with a sun gear (SO1) of the first planetary gear set (RS1).

49. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 46, wherein a servo apparatus (510) of the fifth shifting element (E) is placed at least predominately within the clutch space of the second shifting element (B).

50. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein a servo apparatus (510) of the fifth shifting element (E) is supported on the input drive shaft (AN).

51. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein a servo apparatus (210) of the second shifting element (B) is supported on the input drive shaft (AN).

52. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein a servo apparatus (210) of the second shifting element (B) is supported on a hub (GN) of a housing wall (GW) which is attached to the housing (GG).

53. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 45, wherein the second shifting element (B) possesses a dynamic pressure compensation, a pressure compensation space (211) of which is formed by a servo apparatus (210) of the second shifting element (B) and a clutch cylinder of the fifth shifting element (E).

54. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 53, wherein the pressure compensation space (211) of the second shifting element (B) is formed by a piston of the servo apparatus (210) of the second shifting element (B) and an outside disk carrier (520) of the fifth shifting element (E).

55. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein a servo apparatus (210) of the second shifting element (B) activates one of disks (200) of the second shifting element (B) and a servo apparatus (510) of the fifth shifting element (E) activates disks (500) of the fifth shifting element (E) axially in a direction of the first planetary gear set (RS1).

56. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein an output element (230) of the second shifting element (B) at least partially overlaps disks (500) of the fifth shifting element (E) radially in an axial direction.

57. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein one of the third and the fourth shifting element (C, D) is placed on a side of the first planetary gear set (RS1) which is remote from the second planetary gear set (RS2).

58. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 57, wherein the third and the fourth shifting element (C, D), disks (300, 400) of the third and the fourth shifting element (C, D) border directly axially on the first planetary gear set (RS1) upon a side thereof which is remote from the second planetary gear set (RS2).

59. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the second and the fifth shifting element (B, E) are placed on a side of the first planetary gear set (RS1) which is remote from the second planetary gear set (RS2).

60. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 58, wherein the second and the fifth shifting element (B, E) border directly axially on a housing wall (GW), which is affixed to a housing, which forms an outer wall of a transmission housing (GG).

61. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 59, wherein the third and the fourth shifting element (C, D), spatially observed, is placed axially between the first planetary gear set (RS1) and one or more of the second and fifth shifting element (B, E).

62. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 61, wherein the second and the fifth shifting element (B, E) is placed

on a side of a intermediate housing wall (GZ) which is remote from the first planetary gear set (RS1).

63. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 62, wherein disks (200, 500) of one or more of the second and the fifth shifting elements (B, E) border axially directly on the intermediate housing wall (GZ).

64. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 49, wherein a intermediate housing wall (GZ) is centrally penetrated by a sun gear shaft (SOW1) which is designed as an internal gear, by means of which, an output element (230) of the second shifting element (B) becomes bound with the sun gear (SO1) of the first planetary gear set (RS1), whereby radially, there runs within this sun shaft (SOW1) a spider shaft (STW1) which likewise has been constructed as an internal gear, by means of which an output element (530) of the fifth shifting element (E) is bound with the spider (ST1) of the first planetary gear set (RS1), and whereby the input drive shaft (AN) runs radially within this spider shaft (STW1).

65. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 59, wherein the second and the fifth shifting element (B, E) border directly and axially on the first planetary gear set (RS1) on that side thereof which is remote from the second planetary gear set (RS2).

66. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the first shifting element (A), when spatially observed, is placed on a side of the third planetary gear set (RS3) which is remote from the second planetary gear set (RS2).

67. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 66, wherein a servo apparatus (110) of the first shifting element (A) is integrated into one of the transmission housing (GG) and a housing wall (GW) which is secured in said transmission housing (GG).

68. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein an outside disk carrier of the first shifting element (A) is integrated in the transmission housing (GG).

69. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the input drive shaft (AN) and the out put drive shaft (AB) run coaxial to one another.

70. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 69, wherein the output drive shaft (AB) which is operationally bound with the internal gear (HO1) of the first planetary gear set (RS1), centrally penetrates the third planetary gear set (RS3) in an axial direction.

71. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 69, wherein the output drive shaft (AB), which is operationally bound with the internal gear (HO1) of the first planetary gear set (RS1), centrally and in an axial direction, penetrates a clutch space of the first shifting element (A).

72. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the input shaft (AN) and the output shaft (AB) are not coaxial, an input drive shaft (AN) axis and an output drive shaft (AB) axis are either parallel or angular with respect to one another.

73. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 72, wherein the output drive shaft (AB), when spatially observed in a zone radially above one or more of the first, second and third planetary gear set (RS1, RS2, RS3), is operationally connected with the internal gear (HO1) of the first planetary gear set (RS1).

74. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the internal gear (HO1) of the first planetary gear set (RS1) and the spider (ST3) of the third planetary gear set (RS3) and the output drive shaft (AB) are continually connected with one another and the spider (ST2) of the second planetary gear set (RS2) is continually in connection with an internal gear (HO3) of the third planetary gear set (RS3) and in that the spider (ST1) of the first planetary gear set (RS1) is continually in contact with an internal gear (HO2) of the second planetary gear set (RS2).

75. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the internal gear (HO1) of the first planetary gear set (RS1) and the spider (ST2) of the second planetary gear set (RS2) and the output drive shaft (AB) are all continually in contact with one another, and the spider (ST3) of the third planetary gear set (RS3) is continually in contact with an internal gear (HO2) of the second planetary gear set (RS2) and the spider (ST1) of the first planetary gear set (RS1) is continually connected with an internal gear (HO3) of the third planetary gear set (RS3).

76. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein by means of selective closure of the shifting element (A to E), at least six forward gears can be so shifted into, that for the change in gear from one gear into the next successive higher gear, or into the next successive lower gear, from the presently activated gear, in each case, only one shifting element need be opened and an additional shifting element closed.

77. (PREVIOUSLY PRESENTED) The multi-stage automatic transmission according to claim 39, wherein the shifting elements are closed as follows: in a first forward gear, a first and fourth shifting elements (A, D), in a second forward gear, the first and a third shifting elements (A, C) and in a third forward gear, the first and a second shifting element (A, B), in a fourth forward gear, the first and a fifth shifting element (A, E), in a fifth forward gear, the second and fifth shifting element (B, E), in a sixth forward gear, the third and fifth shifting element (C, E), and in a reverse gear, the second and fourth shifting element (B, D).

78. (CURRENTLY AMENDED) A multi-stage automatic transmission, with an input drive shaft (AN), and an output drive shaft (AB), at least three single planetary gear sets (RS1, RS2, RS3), as well as at least three shifting elements (A to E), wherein:

said three planetary gear sets (RS1, RS2, RS3) are aligned coaxially to one another,

a second planetary gear set (RS2), as seen spatially, is placed between a first and a third planetary gear sets (RS1, RS3),

[[one]] a sun gear (SO3) of the third planetary gear set (RS3) is ~~secured to~~ securable by a first shifting element (A) [[and]] to a transmission housing (GG) of the multi-stage automatic transmission,

the input drive shaft (AN) is connected with a sun gear (SO2) of the second planetary gear set (RS2),

the input drive shaft (AN) is ~~connected~~ connectable by means ~~of one or more~~ of a second shifting element (B), with a sun gear (SO1) of the first planetary gear set (RS1), and by means of a fifth shifting element (E), with a spider (ST1) of the first planetary gear set (RS1),

the sun gear (SO1) of the first planetary gear set (RS1) is ~~affixed~~ affixable with the transmission housing (GG) by means ~~of one or more of~~ a third shifting element (C) and the spider (ST1) of the first planetary gear set (RS1)~~, and~~ is affixable with the

transmission housing by means of a fourth shifting element (D) ~~on the transmission housing (GG)~~,

the output drive shaft (AB) is connected with an internal gear (HO1) of the first planetary gear set (RS1) and with one of the spiders (ST2, ST3) of the second or the third planetary gear set (RS2, RS3),

the third and the fourth shifting elements (C, D), seen spatially, are placed radially above one another and ~~in that~~ the fifth (E) and the second (B) shifting elements, seen spatially, are placed radially above one another, and

~~wherein~~ a servo apparatus (210) of the second shifting element (B) is supported on a hub (GN) of a housing wall (GW) which is attached to the housing (GG).